

Ms. Wendy R. Dixon, EIS Program Manager
U.S. Department of Energy
Office of Civilian Radioactive Waste Management
Yucca Mountain Site Characterization Office
P.O. Box 30307, M/S 010
North Las Vegas, NV 89036-0307

EIS001109

RECEIVED

January 28, 2000

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Re: REQUEST FOR OFFICIAL RECORD OF PROCEEDINGS,
"Yucca Mountain Draft EIS," Cleveland, Ohio,
January 28, 2000

Dear Ms. Dixon:

Please include this correspondence as part of the official record of proceedings on the "Yucca Mountain Draft EIS" and at your earliest practicable convenience, please provide me with an official agency record of proceedings on the Yucca Mountain High-Level Radioactive Waste Transportation Hearing held on January 28, 2000 in Cleveland, Ohio.

My concerns are these:

1) Although the agency has added 3 public hearings on the transportation of HLW to Yucca Mountain, the public in Southern Ohio has had little opportunity to attend. Media (radio, television, and newspaper) coverage of the Cleveland hearing has not been adequate for interested parties not on DOE's notification list to attend. Local radio announcements have been sparse and have not included meeting location and times. Local Brown County Radio Station WAXZ has announced the Cleveland hearing on two separate days, one early in January and early this morning. Neither announcement has included meeting location or times. Furthermore, neither announcement has indicated that all interested members of the public in Ohio and Northern Kentucky are potentially directly affected parties. It would seem that only the public in Cleveland, Ohio would potentially be exposed to risks from normal, unintentional release, and accidents resulting from DOE's proposed action.

To my knowledge no television news coverage has been provided to Cincinnati and Northern Kentucky members of the public. THE CINCINNATI ENQUIRER has not announced DOE's Yucca Mountain transportation hearing in any manner that I am aware of and I am a daily subscriber of THE ENQUIRER. Although I do not subscribe to THE CINCINNATI POST on a daily basis at this time, I do occasionally purchase a copy at local news stands. I have not seen any announcement or heard mention of any announcement of Cleveland meeting in THE POST. It would certainly seem that HLW transport to Yucca Mountain has for some reason(s) failed to catch the attention of local news media, and thereby, has not been captured on the radar screen

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of the public, including potentially interested and directly affected parties.

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My concerns are not intended to be taken as lapse in effort or intention to notify the public by DOE. It would seem unreasonable for DOE to assume all responsibility for publicizing the only hearing to be held in Ohio on this issue. However, through some lapse in public notification and media attention (specific process and details unknown to me), the Cincinnati, Northern Kentucky, and rural Southern Ohio area residents/public have been left out of the loop.

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2) The so-called "Golfer's Highway" from Detroit, Michigan to Charleston, South Carolina promoted years ago by the Ohio Turnpike Commission is apparently being constructed in pieces and parts. The Ohio Department of Transportation recently (November 1999 in Batavia, Ohio) held hearing on a major highway construction project in the vicinity of Stonelick Lake, Clermont County, near Eastgate/Cincinnati. Should this project, by whatever name, be completed prior to DOE's selection of a truck transport route and/or as transportation to Yucca Mountain is occurring, the directly affected public along the route and motorists using the route will have no means to realize that they are sharing a highway with high-level radioactive waste transporting trucks! The route proposed years ago for "The Golfer's Highway" transversed Ohio North to South including the Greater Cincinnati and Northern Kentucky area (with detour from the Eastgate Area of Cincinnati to Piquette, Ohio along OH State Route 32). I am most interested in the route along State Route 32 as it is within 5 miles or so of my residence. During local Ohio Turnpike Commission and other discussions "upgrades" to State Route 32 included closing off numerous local access roads in Brown and Adams Counties of Ohio, including most local access roads in the vicinity of Sardinia and Macon, Ohio.

It would seem likely that motorists traveling the same highway routes as commercial trucks destined for Yucca Mountain would notice the over-size semi trucks, but that recognition would not necessarily provide any clue to motorists as to what was being transported. Neither would travelers stopped at restaurants and road-side rest areas have knowledge as to what radiation dose they were receiving during routine shipment (minus unintentional release and accident scenarios).

The public along the selected routes would not have means of determining what was being transported multiple times in, near, or through their communities nor the potential risks to which they were being exposed. Southern Ohio and Northern Kentucky residents have had little opportunity to become informed and issue comments on what could be of extreme interest to them so far in this process. Should DOE response to concerns raised in the Cleveland

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vicinity be selection of alternate routing, the public last-to-know and with least-opportunity-to-object would be "notified" too late to serve any meaningful purpose in DOE decision-making process. Decision to avoid (in areas with public comments in objection) would require selection of available alternative highways (existing at the time shipments are scheduled to begin).

Absence of comment from local emergency management, police, and fire responders in the Southern half of Ohio and Northern Kentucky seems considerable omission during DOE decision-making process.

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3) Considerable rail crossing upgrades are presently being implemented in local towns and villages of Brown County of Ohio and in the Cincinnati region, as well. The Ohio Legislature is in some stage of considering legislation requiring trains to avoid stopping/blocking rail crossings in high motorist traffic areas. Local villages, including Mt. Orab of Brown County Ohio, are in process of implementing improvements to railroad crossings. It would seem rather obvious that improved rail crossing safety measures are generally desirable in and of themselves. It would also seem rather obvious that improvements to rail crossings and methods to minimize dose exposures to the general public from train transportation of HLW traveling along the Yucca Mountain selected routes will also be required before actual train transport can begin.

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4) Cleveland, OH is located in the extreme Northern part of the state of Ohio, and therefore, is not equally accessible as the location for DOE's Transportation hearing for all Ohio's citizens. Cleveland is approximately 5 1/2 to 6 hours travel time by car from Southern Ohio. DOE morning and afternoon hearing sessions accommodate interested parties work (and other) schedules only if those parties reside and/or work within considerably less than 5 or 6 hours travel time to Cleveland.

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Ohio's only presently operating nuclear electric generating power plants are located along Lake Erie in the Cleveland, Ohio vicinity. In order to keep operating as nuclear generators, both Davis-Besse and Perry Power Plants require "solutions," i.e. where to dispose the High Level Radioactive Waste and considerable amount of Low Level Radioactive Waste generated. It would seem rather obvious and logical that transportation routes for both High and Low Level Radioactive Waste will be essentially the same whether by rail, truck, and/or "hybrid" alternative using some of both modes.

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5) Lack of publicity and information to the potentially directly affected communities along the Yucca Mountain HLW transportation corridors provides potential for 'lapse' in attention and accountability among local elected officials. Has DOE

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notified local elected officials, including county Boards of Commissioners, and local mayors along the alternate routing corridors presently being considered by the agency? If DOE has provided notification to mayors, city councils, boards of commissioners, emergency management agencies and fire departments, discussion and comment have not been well-circulated through-out Southern Ohio and Northern Kentucky using local the news media as a barometer.

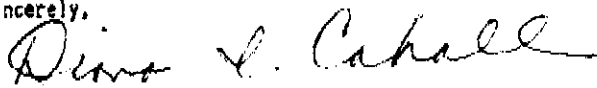
IN CONCLUSION:

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The concerns highlighted in this correspondence are not intended to imply that DOE public information and involvement procedures are responsible. DOE, however, should be made aware that various "lapses" in information distribution to the public has occurred which may provide some plausible explanation for lack of comment to the agency from the public along Southern Ohio's proposed HLRW transportation corridors in Ohio and Northern Kentucky. It would seem extremely difficult for the public to care about and/or comment on what the public does not yet know about, even when the decisions currently being made directly affect those communities in the foreseeable future.

Please include any information distributed by DOE to the public in attendance at the hearing held in Cleveland, Ohio on January 28, 2000. For your convenience, my residence/mailling address is provided below in this correspondence. Thank you for opportunity to offer comment and for notification of newly scheduled hearings. Please continue to keep me informed on the Yucca Mountain Project.

Sincerely,



Diana I. Cahall (Note: f.k.a. Diana Salisbury,
restoration of maiden name 2/98)

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